



309th Aerospace Maintenance and Regeneration Group



309 AMARG

Renewing the Force...

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Retired Marine refueler going back to work; Navy will reuse to fuel JSF

A 33-year old Marine refueler is going back to work after spending slightly more than two years of a well-deserved retirement in Arizona here.

This rugged looking, battle-tested KC-130R is equipped with two wing-mounted hose and drogue refueling pods capable of transferring up to 300 gallons of fuel a minute to two aircraft simultaneously. And, according to the local Naval Inventory Control Point (NAVICP) detachment at 309 AMARG, this is the primary reason the Navy decided to return this workhorse to service.

The aircraft will be utilized to refuel the F-35, Joint Strike Fighter at the Patuxent River Naval Air Station located in Maryland.

"The aircraft's first stop is with an Alabama contractor where its paint will be stripped," said Ms.

Cindy Sepulveda, Flight Chief for the 576th Aerospace Maintenance and Regeneration Squadron (576 AMRS). "From there, the refueler will be

flown to Hill Air Force Base in Utah where it will undergo programmed depot maintenance," she added.

The refueler, Bureau Number 160625, is the second KC-130R this top-notch team of 576 maintainers has delivered in the last six months. Expectations are to regenerate and deliver at least six more.

"These aircraft will play a very important role at PAX River," said AMC (AW/SW) Steven White, the NAVICP Field Service Office maintenance, QA, safety



and logistics chief. "This is a great example why these aircraft are brought to AMARG and placed in a war reserve storage category. There's always a possibility they'll be reutilized for another important Naval or foreign allied mission."

576 AMRS crew chief, Mr. Greg Ely, and team took only five months to regenerate the aircraft to flying status and "625's" functional check flight returned with just one discrepancy. Considering the aircraft is more than three decades old, that's an incredible testament to these maintenance professionals.

Oblivious to the 100-degree plus flightline and cockpit temperatures, the dedicated maintainers immediately slipped into sleuth mode to pinpoint and replace the flight crew's faulty relay switch write-up. Nothing was going to keep this aircraft from delivering to the customer on-time.

On August 23, after a quick exchange of paperwork, and the filing of a flight plan, a Navy flight crew taxied "625" out of AMARG and delivered the aircraft "code one."

"We're ready for the next one," said Mr. Caleb Hiner, who received the privilege of launching the aircraft. "This one's leaving, but there's already one from PDM (programmed depot maintenance) on its way to take its (625's) place on the flightline," he said.

The Marine Aerial Refueler Transport Squadron 152 (VMGR-152, nicknamed the "Sumos"), stationed at the Marine Corps Air Station Futenma, Okinawa, Japan, retired Bureau Number 160625 in February 2008.



Despite 100 degree plus temperatures, Mr. Curtis Peterson (left), Mr. Caleb Hiner and Mr. John Labbe, 576 AMRS maintainers, track down and repair a faulty relay switch located below a seat and cockpit floor panel.

A “Tweet” deal for the Colombian Air Force

Four T-37 “Tweet” aircraft, formerly used to train the U.S. Air Force’s undergraduate pilots in the fundamentals of flight, departed AMARG in July, bound for Colombia.

These aircraft, and others, are transferred in support of the U.S. Government’s foreign military sales (FMS) program which negotiates such transaction release and approvals to our nation’s allies.

A team of AMARG maintenance specialists assigned to the 576th Aerospace Maintenance and Regeneration Squadron (576 AMRS) disassembled, inspected, and upgraded these trainers in preparation for their first flight since retirement.

And though these aircraft may be small in size, don’t discount the level of maintenance that’s applied to each airframe--they’re still equipped with

two engines, landing gear, flight instrumentation and controls.

The T-37’s pre-flight before delivery is a rigorous functional check flight (FCF). Enter Lt. Col. Douglas Antcliff, Assistant Deputy of Operations for 19th Air

Force at Randolph AFB, Texas, who ensures there are no problems with the airframes before they’re released by the Air Force.

Lt. Col. Antcliff first examines the mechanical attributes of the aircraft, then grabs the flight controls and heads out for a one-hour flight over Southern Arizona.

After all four “Tweets” were given a “thumbs-up” FCF at the end of July, the Colombians delightedly took possession.

The Group will continue to be a major resource of aircraft supporting America’s goal of increased interoperability between the U.S. and allied nations.



It’s all in the wrist...

Colonel Kumashiro, AMARG Commander, receives instruction in the “art” of applying Spraylat (a latex preservation material) from Mr. Gerardo Llamas, a preservation specialist. All a part of the commander’s immersion tour of the 578th Storage and Disposal Squadron. Colonel

Kumashiro practiced this AMARG-unique technique on one of the more recent arrivals, an F-15 “Eagle.” A coat of wax is applied to the aircraft’s radome to facilitate easy Spraylat removal after four years of storage.



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DoD's Combat Air Forces (CAF) restructuring plan delivers as promised

In order to accommodate an increased number of accelerated F-15 and F-16 fighter jet retirements into AMARG prior to the end of this fiscal year, the Group is employing an old adage in reverse--*in with the new and out with the old.*

As a result of the Department of Defense's Combat Air Forces (CAF) restructuring plan, which went into effect earlier this year, AMARG's 578th Storage and Disposal Squadron (578 SDS) is receiving up to five fighters daily and expects to receive 238 CAF aircraft out of a total number of 340 inductions by the end of this month.

"Our ops tempo has been through the roof since April," said Ms. Cheryl Siedler, worklead for the 578 SDS' Aircraft Receiving team, "but, we've got a great team of professionals and expert schedulers and planners, so it's nothing we can't handle," she added with a smile.

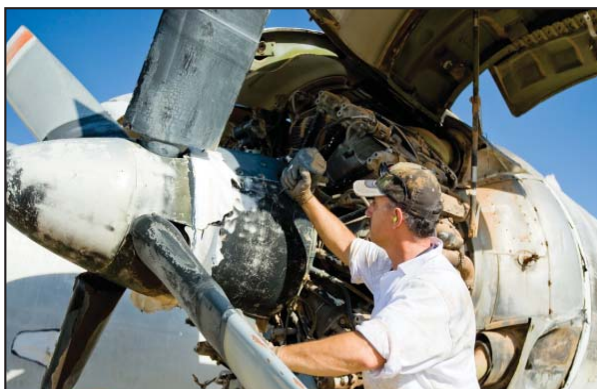
At the same time, disposal teams, which are also a part of the 578 SDS, are proactively prepping older airframes for

demil and final elimination.

A number of Air Force F-111s and Navy

C-9s and P-2Vs, determined no longer necessary by their owning agencies, are currently being stripped of their parts and purged of any harmful materials.

Once completely "demilitarized" in compliance with all USAF and DoD regulations, the aircraft are disposed of--the final milestone in a weapons system's life cycle and a key factor in freeing up real estate essential to AMARG's planning efforts to store both forecasted and current CAF aircraft arrivals.



As a result of the Combat Air Forces restructuring program, a high volume of F-15 and F-16 fighter jets continue to arrive at AMARG for storage. Pictured above is a portion of the arriving F-15 "Eagles."

Mr. Terry Wood (left), assigned to the 578th Storage and Disposal Squadron's Disposal Section, prepares a Navy P-2V "Neptune" for turn-in. After removal of any harmful materials, this "recip" engine and airframe will be disposed of in accordance with regulations to make room for arriving aircraft.

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